



Friendship of Salem



1797 *Friendship of Salem* The original *Friendship* was built in 1796-1797 by shipbuilder Enos Briggs, known for the frigate *Essex*, at his shipyard across the South River from today’s Salem Maritime National Historic Site. The three-masted, square-rigged, 342-ton vessel was registered to merchants Jerathmiel Peirce and Aaron Waite of Salem. *Friendship* was an “East Indiaman,” the type of merchant ship that made Salem a leader in trade with the Far East in the years after the American Revolution.

The Voyages of the 1797 *Friendship of Salem*

Friendship made 15 voyages around the world, trading for pepper, exotic spices, sugar, coffee, and other goods. Among her destinations were Canton, China; Java; Sumatra; Batavia (now Jakarta), Indonesia; Madras, India; La Guaira, Venezuela; London, England; Hamburg, Germany; St. Petersburg, Russia; Cadiz, Spain; and Leghorn (now Livorno), Italy.

On September 5, 1812, *Friendship* was returning from Archangel, Russia, when she was captured by the British sloop of war HMS *Rosamond*. The War of 1812 had been going on since June, but *Friendship*’s captain, Edward Stanley, had not heard the news. The ship was condemned as a prize by the British and sold at public auction in London on March 17, 1813.

The New *Friendship*: An East Indiaman Returns to Salem

The new *Friendship*’s hull was constructed in the Scarano Shipyard in Albany, New York, from 1996 to 1998. Additional work on the vessel was done by the Naval Historical Center Detachment Boston and staff from Dion’s Yacht Yard of Salem. *Friendship* is maintained in Salem by National Park Service staff and volunteers.

In addition to the Federal funding provided by Congress, funds for construction were raised by The Salem Partnership, Inc., from city, county, state, and private sources.

The replica is based on a model of the original *Friendship* at the Peabody Essex Museum, as well as several paintings of the ship and numerous documents, including the logs of the ship’s voyages.

Visitors can tour *Friendship* and watch the volunteers and staff working on her at the historic wharves at Salem Maritime National Historic Site. The ship is open for tours as part of the programs of the Site and sails as an ambassador ship for the National Park Service and the Essex National Heritage Area.

In the photo above, National Park Service staff and volunteers furl *Friendship*’s main topsail.



Facts About the New
Friendship of Salem

The modern *Friendship of Salem* is designed to present the appearance of the original vessel, while using modern technology and materials to ensure that the ship meets safety requirements. *Friendship* and her boarding facility are accessible to persons with disabilities.

Keel laid: November 1996
Hull Launched: August 1998
Decks: Two, main deck and ‘tween deck

Materials and Construction

Construction method:
Cold molded wood and epoxy laminate;
principal woods used are Douglas fir and oak
Paint colors:
Hull: Black, with cream and yellow-gold trim; copper color below the water line
On deck: green and black, with red gunports
Figurehead:
Woman in classical dress holding a bouquet of flowers
Ballast: 150 tons of lead

Dimensions:
Overall length, jibboom to spanker boom: 171’
Hull length, transom to figurehead: 116’
Hull breadth: 27’
Draft: 11’3”
Height, keel to deck amidships: 20’
Height of main mast: 120’ to keel, 106’ to deck line
Gross tonnage: 342 tons

Rigging and Sails

Type of rigging: Square-rigged
Amount of rope used in rigging: 55 miles
Longest yard: Main yard, 52’8”
Shortest yard: Mizzen royal yard, 14’
Number of sails: 17 standard sails
6 studdingsails
Sail area: 9,409 sq. ft. (.216 acres)
Sail material: Oceanus Sailcloth

Among sailing vessels, a “ship” is defined as a vessel with three or more masts, carrying square sails on all masts. These sails are set on horizontal yards that are perpendicular, or “square” to the keel, which runs the length of the bottom of the ship. *Friendship* also sets “fore and aft” sails, which help her sail closer to the direction from which the wind is blowing. The triangular sails are called jibs or staysails, and the large sail at the stern is called the spanker. In this recent photograph, *Friendship* is shown setting her three topsails and all six of her fore and aft sails.



The Pennant



In addition to the ensign, or flag of the United States, a merchant ship would have flown a pennant identifying the merchant house to which it belonged. On special occasions, the modern *Friendship* flies a replica of the Waite & Peirce pennant that would have flown from the original vessel. The pennant has a yellow field with a black “WP.” The swallowtail tip of the pennant is red on top and blue on the bottom.

Salem Maritime
National Historic Site

Over the course of more than three and a half centuries, the mariners and merchants of Salem, Massachusetts, transformed a tiny settlement into a major international seaport. Today, the story of their enterprise and daring is told through the historic wharves and structures of Salem Maritime National Historic Site.

From the settlement of the city of Salem in 1626, its residents looked to the sea for transportation and wealth. In the early years of the city, local fishing provided Salem residents with a secure economic base. Salem quickly developed a flourishing trade based on shipping codfish, timber, rum, and other goods along the coast of North America, south to the West Indies, and north to Nova Scotia, as well as to many ports across the Atlantic.

During the Revolution, patriot seafarers carried the battle to sea. Privateering was crucial to the American effort in the early years of the war, and Salem seamen proved adept at this task. Over the course of the Revolution, the port’s 158 privateering vessels took 445 British vessels, accounting for more tonnage than any other American seaport. Privateering profits founded the fortunes of many of Salem’s postwar merchants, helping them expand their enterprises and make Salem a center of world trade.

Since it was established in 1938, Salem Maritime’s waterfront and historic buildings have helped visitors recall and understand Salem in the eighteenth and nineteenth centuries and through that experience understand the growth and development of the United States.